

The Sun

MONDAY, NOVEMBER 14, 1910.

Entered at the Post Office at New York as Second Class Mail Matter.

Subscriptions by Mail, Postpaid.

DAILY, Per Month, \$3.00; Per Year, \$30.00. SUNDAY, Per Year, \$10.00. DAILY AND SUNDAY, Per Year, \$35.00.

Postage to foreign countries added.

All checks, money orders, etc., to be made payable to THE SUN.

Published by The Sun Printing and Publishing Association at 120 Nassau Street, in the Borough of Manhattan, New York.

London office: 11, Abchurch Lane, E.C. 4. Telephone: 3700. Telegrams: "The Sun," "Sun," "Sun."

Paris office: 12, Boulevard des Capucines. Telephone: 100. Telegrams: "The Sun," "Sun," "Sun."

If you find this notice in your newspaper, it is because you have not received your paper for some time.

The Right of Caleb Powers to Sit in the House.

The Democratic party in Kentucky, having failed to prevent the election of CALEB POWERS to Congress from the Eleventh district, is now said to be conspiring to bar him from the House of Representatives on the ground that "he has three been convicted of felony and has not been acquitted by a jury."

It is true that CALEB POWERS was convicted three times of complicity in the murder of WILLIAM GOEBEL, and was twice sentenced to life imprisonment and once to suffer the death penalty, but after each trial the Kentucky Court of Appeals found error in the proceedings and ordered a new trial. An appeal to the Supreme Court at Washington by the attorneys for POWERS resulted in a technical decision that the case must go back to the State courts for a fourth trial, but Mr. Justice HARLAN, a native of Kentucky, took occasion to say:

"The trial of the accused made an exhibition of misconduct on the part of administrative officers connected with those trials which may well shock all who love justice and recognize the right of every human being accused of crime to be tried according to law. Further, the case as made by the record, it must be conceded, tends to show it does not justify the belief that administrative officers connected with each trial to the trial of the jury, so far as it was possible to do so, every person before a competent judge belonged to the same political party as the accused."

On the fourth trial of POWERS the jury disagreed, ten jurors voting for acquittal and two for conviction. Thereupon Governor WILLSON took the papers in the case, and after going through them laboriously for two months, and calling others into consultation, issued a pardon to CALEB POWERS. His action met with the approval of all lovers of justice, for the various trials of the defendant had been travesties of justice, persecutions, not prosecutions. POWERS was pardoned as an act of justice, not of clemency, for in the view of honest men and of men who were not political bigots he had been guilty of no crime. On July 6, 1908, the case of the Commonwealth against CALEB POWERS was struck from the docket by Judge J. S. MORRIS.

We cannot understand the legal subtlety by which this man is still regarded as a convict for political offences. His three convictions were set aside and there was a disagreement on his fourth trial. He has suffered years of imprisonment, a bar of public opinion has been adjudged innocent. No one can read the able and eloquent address of CALEB POWERS to the jury on his "third trial" and believe in his guilt. No one can read "My Own Story," his biography, and not conclude that he was mentally and morally incapable of the hideous crime with which he was charged. The House of Representatives is the judge of the qualifications of its own members, but it is not conceivable that the House will entertain a challenge of the right of CALEB POWERS to take his seat on technical or any other grounds. If the matter ever comes up, the Judiciary Committee will decide, we believe, that irrespective of the question of whether CALEB POWERS was a convict in the eye of the law when Governor WILLSON intervened, the pardon restored him to full civil rights. A man of native ability, education and sturdy character, CALEB POWERS will distinguish himself as a member of the House of Representatives.

A System of Detached Stub End Subways.

It would seem incredible that the Public Service Commission's plans for the triborough subway should violate elementary principles of the science of railroading. In creating the commission the State conferred upon it ample power in the hope that it might procure for this town the best advice on a technical question that money could buy, and the commission has had at its disposal generous annual appropriations for working expenses. The first independent measure of note offered by the commission is a route the cost of which the commission itself does not estimate at less than \$120,000,000. No one doubts the commission's word that it has labored diligently over the plans, and the community was inclined to accept them without cavil, for the need of transit relief is urgent.

Yet when the plans are examined by competent traffic engineers they are condemned on a variety of grounds. Some of these the layman will have difficulty in understanding, but even the layman is capable nowadays of appreciating the need of thorough car service, of a proper correlation of the

several parts of a transit system, and of loop instead of switch terminal tracks.

In another column is a diagram which shows the triborough to be a system of uncorrelated stub end units, with antiquated switch track terminals at the Battery, at Canal Street, and in the congested section of Brooklyn. The Brooklyn branch does not connect at grade with the Manhattan stem in Canal Street, where a change of cars and transfer to a platform on a different level are necessitated.

If the diagram is not a fabrication, the Public Service Commission has taken no heed of the elementary lesson in railroading enforced by the Brooklyn Bridge crash; and if we are to believe the statements of engineers of the first rank and the report of the rapid transit committee of the Chamber of Commerce, the triborough plans unless modified will multiply Brooklyn Bridge crashes in the business districts of the city.

India's Northwestern Frontier.

Admiral SLADE's effort to suppress gun running on the coast of the Arabian Sea has met with unusual success, but at the same time has brought unexpected trouble to the British Government. The Admiralty reports that while the expedition has cost about \$900,000, it has been able to intercept more than 8,000 rifles and several thousand rounds of ammunition, in all about two-thirds of the shipments made by the merchants of Muscat to the Persian coast. This activity, however, has resulted in the development of a latent skill for weapon making in northern India and has united for the first time in years the native tribes along the northwestern frontier in opposition to the English rule.

Muscat was the depot for arms and ammunition that were loaded upon dhows and landed somewhere upon the opposite shore of the Arabian Sea for importation into Beluchistan, Afghanistan and the strip of independent territory along the northwestern border of India. It was one profitable trade that was left the adventurers of this part of the East after piracy and slave dealing had been suppressed, and the traffic, to their ideas, was as legal as anything that they could undertake. The supplies were carried by caravans along prescribed routes guarded by native escorts against highway robbers. The British in blocking the trade merely became "robbers," the natives declaring that they were deprived not only of means of carrying on a successful war or raid but also of the profits of a somewhat lucrative business. As measures of retaliation they made raids upon Indian territory, and when at last they consented to send deputations to the British Commissioners their representatives appeared expressing no contrition for the raids, but demanding compensation for the losses sustained over the stoppage of the arms traffic.

To meet the demand for weapons for the native raiders many of the ancient smithies are being turned into primitive gun factories. Rifle making has thus become a craft that flourishes in remote places along the frontier. The Times of India says Darrah in the Adani Khel country possesses "several workshops equipped with a surprising amount of machinery." A few of the workmen are Punjabis, but most are the Pathans from the neighborhood of the Khyber Pass, who are applying themselves most diligently to learn the art of rifle making. "They are even said to take the trouble to apply for mental employment in workshops in Punjab in order to learn the trade." An instance of their ingenuity was furnished a short time ago when British inspectors confiscated a large shipment of small rifles made to resemble canes that was on the way to one of the revolutionary parties of Central India.

The Frontier Militia and Border Military Police are unable to cope with the raiders, as they form their plans in security on the other side of the border or in Afghanistan, and from these safe recesses make rushes into British territory, harrying, robbing and murdering inhabitants and then falling back across the frontier, where the militia and police are unable to follow. The native dearly loves a raid, and if caught red handed he dies like a man. It has been argued that the British should take possession of this independent territory and that the frontier should be made one with the Afghan boundary. But the objection is the increased burden of occupation and the resistance of the people. The task of guarding the border and thousands of miles of road and several posts against tribesmen infuriated by the loss of independence is scarcely considered worth the effort. The final adjustment of the question is apparently awaiting the arrival in India of Sir GEORGE O. ROOS-KEPPEL, who has been recalled from England. In the meantime the Kohat Pass and several trade routes have been closed, friendly tribes have been armed, and the garrisons have been increased at all the frontier posts.

New York's Second Opera House.

New York happens to be the last but one of American cities to enter on its annual performances of opera. Nearly two weeks ago Chicago began its first real opera season of its own and bravely took a programme running from VERDI to DEBUSSY. To what extent will the Chicago folks help to make the season a popular success? For opera must have the support of the people. Such enterprises may come into existence through the generosity of millionaires and may be maintained by their contributions, but to be prosperous financially they must arouse the sympathy of the public.

Montreal began with "Tosca" and "Lakme," in which there may be observed a deference to national taste and a recognition of the founders of a wider circle for the modern Italians. The opera season in Montreal is unpretentious in scope compared to that of other cities, but certain local elements seem to be arguings of a solid if not brilliant institution. The Boston house, now in its second year, starts fearlessly with BOITO's opera, and exhibits its courage

still further by raising its prices to New York's rates. Only New Orleans remains to open the doors of its historic old French opera house, where the artists will again be French and the repertoire comes from Paris.

While the general progress of the operatic interests of the country is of importance to observers of the sociological changes here, there is a more vital interest in the local situation to New Yorkers. Just as the season at the Metropolitan Opera House is opening many of them are wondering what the new opera house is going to be. There is a feeling that New York with its great operatic investment is not destined to remain long without a second opera house for a public which has become entirely too large for one. Aside from the question of space and numbers there is such a difference in the varied styles of opera popular to-day that one house can never be suited to them all. The city that spends more money for opera than any other in the world will not consent to be the only great capital without a theatre devoted to the smaller forms of operatic composition. So although OSCAR HAMMERSTEIN must be inactive for the next ten years there is the feeling that this city will not long be without its second opera house, and there is the feeling among music lovers that the sooner it comes the better.

The Control of the Mediterranean.

For several years the control of the Mediterranean has been a favorite topic with the advocates of naval expansion in France. Since Austria began to build Dreadnoughts they have found in it one of their strongest arguments. The rumor that Turkey will enter the Drednought has still further strengthened their position, but has curiously inverted the line of argument.

The old plea used to be that France must control the Mediterranean at the beginning of a war in order to effect security the withdrawal of the Nineteenth Army Corps from Algeria and expedite its transit to the eastern frontier to assist in repelling invasion. To this end all the striking power of the navy must be concentrated and the defence of the Biscayan and Channel ports abandoned to submarines and aeroplanes.

Should Turkey join the Triple Alliance the situation would be reversed. It would become imperative to keep the Nineteenth corps in Africa. It would be absolutely necessary to reneforce it. At any rate it must be supplied with ammunition from France, since no factory for war material has ever been established in the French possessions in north Africa, despite eighty years of occupation. To cover the line of communication a formidable fleet must be provided, a fleet strong enough to command the sea.

The new danger arises from the position of the Sultan as Commander of the Faithful. He has only to speak the word and a general uprising all over the French territory and the Moroccan empire would ensue. An article in a Paris newspaper, signed with the name of Vice-Admiral BESSON, presents the peril in these words:

"Already perhaps Mussulman emissaries are traveling our possessions in Algeria and Tunis, as well as Egypt, Tripoli and Morocco, announcing to all that the great day will soon shine on which, thanks to their Mussulman friend Germany, the Roumis of France and England will be driven into the sea, when from the Straits of Gibraltar to the Nile, renewed Islam will triumph over the cross, and free and invincible, extend its religious propaganda over all Africa."

So the French fear that Germany would in effect turn her line of defence by the alliance with Turkey. The minute the Kaiser is ready to advance on Paris the Padisha will proclaim the holy war from the Sudan to the coast, and France must lose irreflexibly her colonial empire or else defend it with troops that she can ill spare from her European frontiers. The only way to meet the exigency is to control the Mediterranean with her own ships.

"Useless in such an emergency to depend on England" is the cry. "It would be as absurd as to think that we would rely upon us for the defence of Gibraltar, Malta and Alexandria. She will have her hands full protecting her own outposts, keeping her hold on Egypt and guarding the route to India. France must protect her own ports, Marseilles, Toulon and so on; she must patrol efficiently her own African littoral with her own vessels, and with her own vessels she must make interference with the navigation between the two coasts secure. This is the first obvious duty."

But it is by no means all, the strong navy faction goes on to argue. "May we not find," they say, "the counter move to Germany's latest coup in establishing complete command of the Mediterranean? If we can muster there sufficient force to beat the hostile fleets of the Triple Alliance, can we not effectively break up the combination against us?"

The idea, briefly, is that by threatening the great Italian seaports with bombardment and the exaction of large ransom they could detach the nation from the Triple Alliance and compel her to remain neutral. It is a perfectly fair mode of warfare, they argue, did not Germany exact enormous contributions from our inland cities in 1870 and 1871? What was legitimate then is equally so now. In a less degree may not France hamper and embarrass Austria in aiding Germany by closing up and making naval forage upon her Adriatic seaports?

manding position in the Mediterranean as far from difficult. In 1913, they estimate, the combined Dreadnought force of Italy and Austria will be not more than seven ships in commission. It ought to be possible for France, with a little energy, to exceed that number so far as to make content of her supremacy hopeless. Then, the beauty of the argument is that the most valuable of the results desired, the neutralization of Italy and the restraint of Turkey, would be as good as accomplished without any fighting, since the mere power to do things would establish an inevitable moral influence.

In the last Republican State convention a majority of the delegates of twenty-nine counties voted for THEODORE ROOSEVELT for temporary chairman, while those of twenty-seven counties supported Vice-President JAMES S. SHERMAN. Five counties divided their delegates equally between the two contestants. In the election on Tuesday the plurality of the Democratic candidate for Governor in the twenty-nine Roosevelt counties was 51,978, and in the twenty-seven Sherman counties 9,829. In the Roosevelt counties the plurality for the Democratic candidate for Lieutenant-Governor was 35,172, and in the Sherman counties the plurality of the Republican candidate for the same office was 5,326. It is not hard to see from these figures in what counties the State election was actually lost.

Colonel LAFAYETTE YOUNG, who has been appointed by Governor CARROLL of Iowa to succeed the late Senator JONATHAN P. DOLLIVER, will not set the Potomac on fire during his brief occupation of the seat which Mr. DOLLIVER filled with so much ability.

AN APPEAL FROM GARDSON.

To Renovate the Church Where Washington's Ancestors Are Buried.

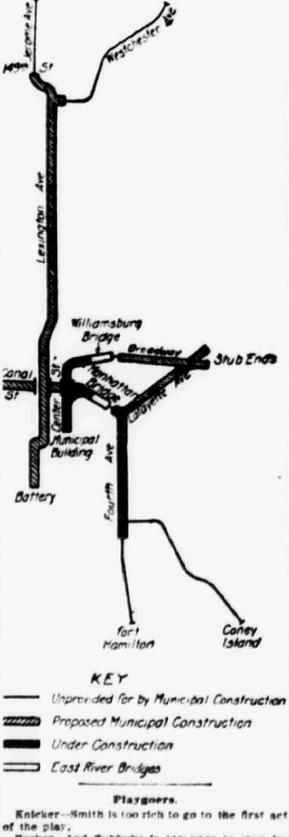
THE EDITOR OF THE SUN: Sir, I have received a copy of the Sun for September 4 containing a very interesting illustrated article on the Washington Monument in Gardson Church, restored in 1906 by the late Dr. H. C. Potter, Bishop of New York.

It tells well the story of the chain that links us with our country, but the writer of the article has given expression to two little inaccuracies which I as a pastor of the parish should like to correct.

The stones of the old monument never actually crossed the water. It is true they were given away by a predecessor of mine, but they got only as far as Southampton, whence they were recovered and brought back to their original home, to lie for many years neglected and dishonored until Dr. Potter heard of their existence and became so interested in their story and connection with our memorials of the ancestry of your country's first President that he made himself responsible for the reconstruction of the monument, as shown in the admirably illustrated article in the Sun.

THE TRIBOROUGH ROUTE.

Diagram from a Paper Read by William J. Wilson Before the American Institute of Electrical Engineers on October 12.



SALES TO CHINA AND JAPAN.

WASHINGTON, Nov. 12.—The Bureau of Statistics reports that "exports to China will show a smaller value in the calendar year 1910 than for many years." It estimates the total for the year at \$15,700,000, or about one-half the value of the exports of 1908. The records of recent years show a similar decline in sales to Japan, Hongkong and Asiatic Russia. The figures stand thus:

Table with 4 columns: Country, 1908, 1909, 1910. Rows: China, Japan, Hongkong, Asiatic Russia.

First nine months of 1910:

Table with 4 columns: Country, 1908, 1909, 1910. Rows: China, Japan, Hongkong, Asiatic Russia.

The 1910 sales to these markets, with their hundreds of millions of people, are \$7,000,000 less than the sales to Cuba in the same period, \$13,000,000 less than the sales to Mexico, and only one-fifth of the sales to Canada. During those nine months Argentina bought more than \$31,000,000 worth of our goods, while China bought less than \$13,000,000 worth, and Brazil's purchases exceed those of Japan by more than \$1,000,000. Little Newfoundland and dark colored Hayti each took nearly as much of our merchandise as did Hongkong, that celebrated "emporium of the Far East," and Salvador bought as much as did Asiatic Russia. China and Japan together bought \$90,000,000 worth of American merchandise, and South America bought \$74,000,000 worth. In the last four years sales to our neighbors of Western Hemisphere have increased 30 per cent, and our sales in those great markets of the Far East have decreased nearly 40 per cent. This increase in one group of trade currents and decrease in another is open to explanation and is doubtless explainable along several lines. One of those, perhaps the true one, would recognize the limited aggressive trade energy employed in either direction. That would leave the increased sales in the Western Hemisphere to be accounted for on the ground that they represent a buying demand from progressive and increasingly prosperous countries that need or want it as a factor in a fruit of their progress. That is, vigorous living, creating an unimportant place in either, the buying demand of the Western Hemisphere far exceeds the buying demand of China and its immediate neighbors. A more active and intelligent selling effort would expand the sales indefinitely.

FOREIGN CAR IN GERMANY.

Two Sets of Automobile Regulations in Operation.

From Daily Courier and Erie Reporter.

Since the new international agreement entered into at Paris on October 11, 1909, went into effect, on May 1, 1910, foreign motor vehicles temporarily operated in Germany are subject to two sets of regulations, depending upon whether or not they are vehicles of one of the contracting parties to the agreement mentioned.

If provided with an international passport the car can present to the customs official at the border, who affixes his stamp after having convinced himself that the passport is properly filled out and still in force, and that the regulations for the driving of such motor vehicles have been complied with. This passport is also to be presented for visa to a customs officer upon leaving Germany. As the United States was not a contracting party to the agreement, American cars excluded from the benefits of the international passport.

Foreign motor vehicles without an international passport may be admitted into Germany, if they are provided with a special permit for the longer or to the appropriate local officials in the interior. A certificate from the proper officials in the foreign country, or from parties officially authorized to issue such certificates, is required, and that the vehicle in question complies with the local police requirements of his country. These certificates must state the name and residence of the owner, the name of the firm that manufactures the car, the make and model, the weight and motive power and the horse power of the machine or of the motor, the weight of the vehicle and its loading capacity in kilos. It also contains the names of the persons, including the driver, who are to operate the car.

The certificate must also be countersigned by the German Consul having authority in the district where they were issued. Instead of the regular German driver's license, the driver of a foreign motor vehicle must produce a special local license, or certificate, also countersigned by the German Consul. A foreign motor vehicle in Germany not provided with an international passport must be provided with a special permit for a stay in Germany of only one day.

In cases where a special certificate for a motor vehicle and testimonials for the driver cannot be produced, the ordinary regulations for German vehicles and drivers apply. Application must then be made to the local officials at the border, who issue the local license in the interior, giving the name and residence of the owner, the manufacturer and factory number of the chassis. A car, which application must be supported by the report of an official designated by the authorities, inspected the vehicle. The prescribed fee for the inspection, if made at the residence or office of the expert, is 15 marks. \$25 for a motorcycle and \$15 for a motor car. If made elsewhere these fees are \$12 and \$20 respectively.

A person making application as driver of a motor vehicle in Germany must present his birth certificate, an unmounted photograph of himself, a doctor's certificate as to his physical condition, especially with reference to his sight and hearing, and evidence that he has finished a course with some person or at some institution officially qualified to give instruction in motor driving. Application is also made to the local officials. The party is referred to an expert especially designated to examine such applicants. The examination is oral, and the applicant must also give a practical demonstration of his ability in driving a motor vehicle. The fees for the first examination, if held at the residence or office of the expert, are \$28 for the driver of a motorcycle and \$20 for a motor car. If held elsewhere, the fees are \$22 and \$16 respectively. The fees for subsequent examinations of the same applicant for vehicles of a different class or different kind of motive power are \$19 and \$13 respectively.

The tax on foreign motor vehicles in Germany is as follows: Motorcycles for a stay of not over thirty days in a year, 7 cents. Automobiles for the stay mentioned within a year, One day, 7 cents; two to five days, \$1.50; six to fifteen days, \$3.15; sixteen to thirty days, \$4.50; thirty one to sixty days, \$6.30; sixty one to ninety days, \$11.90. The days need not be consecutive. Those days during which the vehicle was in a German garage or on a trip for the purpose of repair or improvement, as well as the days during which the automobile may have been taken across the German border, are deducted, providing the card number of the vehicle is in a German garage, or the customs official at the border on both leaving and returning into Germany.

A Musician's Hobby.

From the Westminster Gazette.

Dr. A. H. Mann, who has just received from the Senate of Cambridge University the honorary degree of M. A., has been prominent in the musical life of the university for many years. Like many other professional musicians he is devoted to antiquarian research and otherwise varies his strictly professional duties by collecting used railway tickets. No one knows better than Dr. Mann how to get the ticket collector without giving up his ticket, and he is said to have collected with the help of friends over 12,000 tickets which the unfortunated ticket collectors overlooked.

INJURING ANOTHER'S BUSINESS.

An important decision in a suit for damages for wanton and malicious injury to business comes from the Supreme Court of Mississippi in the case of Naylor Lumber Company (22 South, 140). The court overruled a demurrer and sustained a cause of action which alleged that the plaintiff operated a retail merchandise business which was patronized by defendants' employees, and that defendants, with malicious purpose, had induced their employees not to patronize plaintiff upon pain of dismissal. It was alleged also that in pursuance of such threat they discharged a number of employees because they did patronize plaintiff's store, and that by reason of such acts the plaintiff lost customers and was damaged in an amount of \$10,000.

The Court said:

In Globe and Rutgers Life Insurance Company v. Fireman's Fund Fire Insurance Company (22 South, 435) the court has set at rest in this State the question whether an act legal in itself may become illegal and a cause of action when accompanied with the malicious purpose to injure the business of another, resulting in injury to the business of another. The doctrine announced in Payne v. Western A. Railway (13 La. Tenn. 507, 40 Am. Rep. 696), is in conflict with the better reasoned authorities, and in our judgment should not be followed. It is not a right to refuse to have business relations with any person whatsoever, whether his refusal is the result of caprice or malice, without laying himself liable to action therefor, but he cannot sue for such malice, influence others to the same course for the purpose of injuring the business of another. The act and the accompanying motive together constitute the unlawful act.

The decision is in line with the ruling of the Supreme Court of Minnesota in Fritz v. Superior (130 N. W. 100), which held that a complaint which alleged that "the defendant, a banker and man of wealth and influence in the community, maliciously established a barber shop, employed a barber to carry on the business and used his personal influence to attract custom from plaintiff's barber shop, not for the purpose of serving any legitimate purpose of his own, but for the sole purpose of injuring the plaintiff, whereby the plaintiff's business was ruined, stated a cause of action." In its opinion the Minnesota court said: "To divert to one's self the custom of a business is in general a legitimate mode of serving one's own interest, and justifiable as fair competition, when a man starts an opposition place, but such motives influence others to the same course, regardless of loss to himself, and for the sole purpose of driving his competitor out of business and with the intention of his relying upon the accomplishment of his malicious purpose, is a cause of action, and an actionable tort. In such a case he would not be exercising his legal right, or doing an act which can be judged separately from the motive which actuated him. It is not such a case as where a man, for the purpose of serving a legitimate purpose of his own, but for the sole purpose of injuring the plaintiff, whereby the plaintiff's business was ruined, stated a cause of action."

Consular Notes.

Buenos Aires with its many handsome buildings of various kinds is a good field for the sale of elevators. Nearly 50 of American make are in use here. Italian, French and German competition is being met with success.

Spain's olive crop is very short this year, owing to the cold spring and four months of unbroken drought.

By the terms of the loan Brazil wants to borrow \$10,000,000 for the construction of new educational buildings.

The trade of Chile is \$100,000,000 a year and it will soon reach \$150,000,000. The share of the United States is about \$10,000,000.

Hardly a single American advertisement can be found in all the newspapers, journals and other advertising mediums in Uruguay.

By the terms of the loan France reserves the prohibition of March, 1912, against the importation of American products.

American shelling are popular in Abyssinia, but the people are poor and produce little surplus. A number of American manufacturers are designated as American cottons, without the manufacturer's name and are sold much cheaper than the real American make.

The could supply a good market for agricultural machinery in Latin America, but the pure and only needs grinding to be ready for use.

On January 1, 1911, Italy will begin its reduction of the duty on the import of automobiles to 10 per cent, other than taxis. This applies to American cars also. A smaller reduction will also apply to fatty oils, olive, laurel, cottonseed and similar oils.

Russia had twenty-five sawmills on the coast, cutting about 27,000,000 board feet yearly. One-third of it goes into salmon cases. This coast timber is not equal in quality to that of Oregon and California.

The Chinese are at present much interested in electric lighting enterprises for their principal cities, and American apparatus in demand.

Spain imported 708 bicycles in 1910 from the United States, a 90 per cent increase over American make. Great Britain sent 307.

The banks of the Republic of Panama have \$3,000,000 deposits and \$2,000,000 loans. The 2 per cent monthly rate for loans is a considerable rate for a 9 per cent per annum. The Republic has 238 public schools with 13,000 pupils and 396 teachers.

American capital now controls 32 per cent of the electric power of the Republic of Panama.

Mr. Calhoun, the American Minister, reports that in August the International Banking Corporation of New York advanced \$175,500 to the native bank in Shanghai, to help relieve the financial stringency.

A museum and exhibition of Japanese goods has been established at the Japanese consulate in Moscow, Russia.

Beer Tax to Pay Teachers.

Venezuela correspondent Paul M. Gault.

Under the specious plea of providing the money necessary for increasing the salaries of school teachers in lower Austria, the Landesschulrat recently introduced a bill which would tax 25 per hectoliter (about twenty two gallons) but so great was the outcry against this proposal that the authorities speedily dropped the obnoxious measure.

The general public of all classes protested vigorously at the idea of being compelled to pay two heller, a fraction less than a farthing, more for their glass of beer, and the newspapers were full of articles and editorials. The bill would amount to 1 year in the case of the ordinary beer-drinking Viennese family.

The brewers were also heard from, pointing out that with one solitary exception not a brewery in Austria had ever paid a tax on its beer. At the present time Vienna and lower Austria generally is steadily decreasing. In fact, notwithstanding the report to how much this would amount to a half million less than was drunk last year in 1909.

Meantime the poor country school teachers are clamoring for their promised increase in pay. They say that if the bill is passed they will not see it, for we believe third class sleeping cars have been run on the State railways in Finland for at least twenty years.

THE USE OF PASSPORTS.

An American's Protest Against an Annoying Formality.

TO THE EDITOR OF THE SUN:—Sir, I have recently returned from a visit to Hungary, Rumania and Bog to call your attention to the delay and annoyance caused by the use of passports.

I have taken many pleasure trips abroad and have visited nearly every country in Europe. I always carry a passport, but I never asked to show it in any of the named countries, and I never had to show it in any of the named countries. It is always well to carry a passport as a means of identification in case of necessity.

The Turkish Government, from an anti-Balkan point of view, demands the production of a passport at the frontier and at the same time the use of one of their consular general. What the use of the traveler is intended for, but the worst of it is that the petty Balkan States also demand a visa on the passport.

The Balkan States, such as Servia and Bulgaria, have a visa on the passport, but I never asked to show it in any of the named countries. It is always well to carry a passport as a means of identification in case of necessity.

The Turkish Government, from an anti-Balkan point of view, demands the production of a passport at the frontier and at the same time the use of one of their consular general. What the use of the traveler is intended for, but the worst of it is that the petty Balkan States also demand a visa on the passport.

The Balkan States, such as Servia and Bulgaria, have a visa on the passport, but I never asked to show it in any of the named countries. It is always well to carry a passport as a means of identification in case of necessity.

The Turkish Government, from an anti-Balkan point of view, demands the production of a passport at the frontier and at the same time the use of one of their consular general. What the use of the traveler is intended for, but the worst of it is that the petty Balkan States also demand a visa on the passport.

The Balkan States, such as Servia and Bulgaria, have a visa on the passport, but I never asked to show it in any of the named countries. It is always well to carry a passport as a means of identification in case of necessity.

The Turkish Government, from an anti-Balkan point of view, demands the production of a passport at the frontier and at the same time the use of one of their consular general. What the use of the traveler is intended for, but the worst of it is that the petty Balkan States also demand a visa on the passport.

The Balkan States, such as Servia and Bulgaria, have a visa on the passport, but I never asked to show it in any of the named countries. It is always well to carry a passport as a means of identification in case of necessity.

The Turkish Government, from an anti-Balkan point of view, demands the production of a passport at the frontier and at the same time the use of one of their consular general. What the use of the traveler is intended for, but the worst of it is that the petty Balkan States also demand a visa on the passport.

The Balkan States, such as Servia and Bulgaria, have a visa on the passport, but I never asked to show it in any of the named countries. It is always well to carry a passport as a means of identification in case of necessity.

The Turkish Government, from an anti-Balkan point of view, demands the production of a passport at the frontier and at the same time the use of one of their consular general. What the use of the traveler is intended for, but the worst of it is that the petty Balkan States also demand a visa on the passport.

The Balkan States, such as Servia and Bulgaria, have a visa on the passport, but I never asked to show it in any of the named countries. It is always well to carry a passport as a means of identification in case of necessity.

The Turkish Government, from an anti-Balkan point of view, demands the production of a passport at the frontier and at the same time the use of one of their consular general. What the use of the traveler is intended for, but the worst of it is that the petty Balkan States also demand a visa on the passport.

The Balkan States, such as Servia and Bulgaria, have a visa on the passport, but I never asked to show it in any of the named countries. It is always well to carry a passport as a means of identification in case of necessity.

The Turkish Government, from an anti-Balkan point of view, demands the production of a passport at the frontier and at the same time the use of one of their consular general. What the use of the traveler is intended for, but the worst of it is that the petty Balkan States also demand a visa on the passport.